

# TAKING EVIDENCE

## Divers Examined More Fully Thursday.

### The Wounded In Havana Doing Well With One Exception.

#### Right Arm Will Save Small Portion of the Wrecked Maine.

##### Americans In Havana Treated With Kindness by Citizens of Havana.

Neither the Officers of the Court of Inquiry nor the Witnesses Will Give the Slightest Indication of the Testimony or the Conclusions Formed From It.

HAVANA, Feb. 25.—The United States naval board of inquiry has finished its labors here. All the board are now convinced that the Maine was blown up externally. The report will be unanimous in all human probability. It will not be sent to Washington for three or four days.

Friday the board will probably go to Key West to take testimony there of officers and men sent over from the Maine to Adm. Sigsbee's fleet after the explosion. This testimony can hardly

steamer, A. D. Bache, after many delays, left for Dry Tortugas Thursday afternoon with three wounded, all doing well. Owing to the American quarantine regulations, the wounded, having been in hospitals here and exposed to fever, must be taken to hospitals in the Tortugas for quarantine. The names of the wounded on the Bache are:

John Heffron, of Freemantown, N. J.; Thos. J. Waters, of Philadelphia, and Jeremiah Shea, of Haverhill, Mass.

The other wounded were doing well late Thursday night. Even Holzer, though sorely wounded, is better, and is making a gallant fight for life. No bodies were recovered Thursday from the wreck. Recent orders from Capt. Sigsbee strictly forbid all officers of the Maine to give out any information except to those officially empowered to ask it. The order is generally understood to apply to all official matters though some think it affects only matters connected with the disaster.

WASHINGTON, Feb. 25.—Rumors of startling discoveries in the wreck of the Maine were less frequent but there were enough of them still afloat Thursday to warrant Secretary Long in making this statement to the newspaper men as he left his office:

"Summing up the situation, I should say that the navy department knows Thursday nothing more about the cause of the disaster than it did five minutes after the receipt of the first dispatch from Capt. Sigsbee."

Capt. Sigsbee's statement that the divers have been down aft seven days and forward four days, gave the navy department the first information of the time that the divers had been in the vicinity of the "zone of explosion," as he has termed it. This zone is confined to the forward part of the ship,

opinion that the explosion was due to outside agencies is gaining ground.

It seems that the Spanish authorities are still refusing to allow American divers to make an examination of the outside of the hull, although no objection is raised to their working on the inside. This stand is regarded as significant.

On good authority it is reported that from the inside of the vessel the divers discovered unquestionable proof that an internal explosion did not cause the wreck.

Gen. Lee is keeping in close touch with Washington. It is asserted that he has been authorized to summon the North Atlantic squadron from Key West to Cuban waters should he deem it necessary. He has been notified that the squadron will be held in readiness to respond to an immediate call.

#### THE MAINE DISASTER.

Should It Be Found That It Was the Result of Treachery, the President Will Act in a Manner to Meet the Approval of Loyal Americans.

St. Louis, Feb. 25.—Gen. William H. Powell, of Belleville, Ill., who was in command of the regiment in which President McKinley served during the civil war, and who was recently appointed collector of internal revenue for the southern Illinois district, returned from Washington Thursday. The general, who is a personal friend of President McKinley, said that while at the capital he discussed the Maine disaster and its possible results with the chief executive.

"The president stated to me," said the general, "that he was only waiting for a complete report of the naval board of inquiry, and that should it report that our sailors had met their death through Spanish treachery, he was prepared to act at once, and in a manner which would meet the approval of every loyal American citizen."

#### IN SECRET

Torpedoes Have Been Placed in New York Harbor—The Viscaya.

New York, Feb. 25.—Members of the engineer corps of the war department have been working in the narrows at night for some time past placing mines and torpedoes, according to the Press Thursday. The work has been done with the utmost secrecy and was only finished Wednesday night.

The Viscaya is anchored about a mile inside and away from the submarine mines, but in leaving port would have to pass over them. In event of hostilities the Viscaya would be a great deal safer and could do a great deal more harm by remaining where she is. The fort guns all point seaward and there is not an American vessel of her class nearer than Key West.

#### FORT McPHERSON.

Everything in Readiness to Move the Troops to Any Point on Short Notice.

ATLANTA, Ga., Feb. 25.—Activity has never been so great at Fort McPherson as at the present time. The stir is attributable to Gen. Merritt's arrival. Everything is in readiness to move the regiment to any point that may be designated within a few hours.

At a consultation Thursday between Col. Cook, commandant of the fort, and railroad officials, Col. Cook was assured that the men could be transported to Florida within a night. It is said Col. Cook told the railroad men to have cars in the yards for use at any hour.

#### CRUISER MINNEAPOLIS

Successfully Floated Out of Dry Dock at League Island Navy Yard.

PHILADELPHIA, Feb. 25.—The United States cruiser Minneapolis was successfully floated out of the dry dock at the League Island navy yard at high tide Thursday afternoon. The floating of the cruiser was witnessed by nearly a thousand people.

The Minneapolis has been in dry dock since last December, partly to avoid the ice in the river and also to have necessary repairs made to her bottom. The school ship Saratoga will be placed in dry dock for repairs.

Bunce Commissioned as Rear Admiral.

NEW YORK, Feb. 25.—Francis M. Bunce, commandant of the navy yard here Thursday received from Washington his commission as rear admiral. His official rank up to Thursday was that of commodore. Recruiting was continued Thursday on the receiving ship Vermont. Up to Thursday only 15 men had been accepted. About 1,500 would-be volunteers had visited the Vermont since the recruiting began last Monday.

New Device for Braking Cars.

DETROIT, Feb. 25.—A new departure in the application of air for braking cars was shown Thursday on the Rapid railway from Detroit to Mt. Clemens. It consists of a simple device attached to the axle of the car whereby air is pumped by the movement of the axle into a tank from which it is directly applied to the brake. The railroad men and experts who witnessed Thursday's test pronounced it a decided success.

#### Five Days Overdue.

NEW YORK, Feb. 25.—It is five days since the French liner La Champagne should have steamed into this port, yet no tidings of her have been heard since she left Havre on February 12. She has 479 souls on board, including 48 saloon passengers, 53 in the second cabin, 203 in the steerage, her officers and crew, numbering 175.

Six Vessels From Alaska Overdue.

SEATTLE, Wash., Feb. 25.—There are six vessels overdue from Alaska. They are the City of Topeka, Cleveland, Noye, Protection, Augusta and Scotia. Their non-arrival causes no serious apprehension, as it is thought they may have sought shelter from the recent storm encountered by the steamer George W. Elder.

Mrs. Whitney's Condition Critical.

AIKEN, S. C., Feb. 25.—The condition of Mrs. William C. Whitney remains very critical. The severe blow she received on her head paralyzed her body and spinal trouble in the cervical region and caused loss of use of all her limbs.

# NAVAL MILITIA.

## The Total Number of Officers and Men is 4,445.

Illinois Leads With 523, and Massachusetts Follows With 441.

A Bill Introduced in the House Providing for the Relief of the Maine Victims—Contract Awarded for Carrying Mail Between Seattle and Circle City.

WASHINGTON, Feb. 25.—The navy department Thursday gave out the figures showing the strength of the naval militia up to date. This shows a total of 4,445 officers and enlisted men, which is a gratifying increase from 3,708 shown by the last report. The number of officers and men by states is as follows:

California, 386; Connecticut, 165; Florida, 186; Georgia, 235; Illinois, 523; Louisiana, 263; Maryland, 240; Massachusetts, 441; Michigan, 193; New Jersey, 364; New York, 473; North Carolina, 230; Ohio, 216; Pennsylvania, 216; Rhode Island, 130; South Carolina, 152; Virginia, 44. Total, 4,445.

Aside from the forces shown in the above list, new brigades are in process of formation, which promises to swell the total to much larger figures at an early date. The organization of this auxiliary arm of the naval service is under the immediate direction of Lieut. Gibbons, U. S. N., whose energy has accomplished much in securing state organization and in the harmonizing of the bodies into one compact force, capable in emergency of co-operating with the regular navy. In his last report Mr. Roosevelt said the state naval militia, in the event of a sudden emergency could be utilized at once for manning the smaller national cruisers. It could be depended upon mainly, he said, as a second line of defense and also be used in placing mines and the establishment of signal station for coast defense.

The appropriation of \$50,000 made by congress to aid in a work of the naval militia will be apportioned among the states in a few days.

Representative Boutelle, of Maine, chairman of the house committee on naval affairs, introduced a bill late Thursday afternoon providing for the relief of the victims of the United States battleship Maine. It follows generally the lines of the Samoan disaster relief bill of 1890 and is the result of several days' conferences in committee, and embodies the view of the administration. Chairman Boutelle had a conference with President McKinley Thursday, at which he went over with him the proposed legislation and later submitted the measure at an informal meeting of some of the committee. It will be referred back to the committee, immediately acted upon there and its passage by congress expedited.

The post office department Thursday awarded to P. C. Richardson, of Seattle, Wash., a contract for carrying the mails during the open season of 1898 between Seattle, via St. Michaels, Alaska, to Circle City, via the Yukon river and return. He will make six trips during the season, leaving Seattle about June 10 and 25, and the same dates in July and August. The compensation is to be \$295 per round trip.

Chairman Hitt, of the foreign affairs committee, who has been confined to his home by a bad cold, was in his place at the house Thursday for the first time in a week. He declined to make any statement regarding Cuban matters, saying he had no information not in possession of the public. It is learned that the Cuban correspondence which the house called for probably will not be transmitted to the house until some definite conclusion is reached as to the cause of the destruction of the Maine.

Maine's Keel Forced Upward.

HAVANA, Feb. 25.—It is stated here that Ensign Powelson, an officer attached to the Fort, and formerly in the construction corps, has found that the Maine's keel was stove upward so far that parts of the green-painted outer hull are visible. This discovery is said to be proof conclusive that the initial explosion of the Maine was not due to an accident.

The Report Denied.

PHILADELPHIA, Feb. 25.—George H. McFadden, of the firm of George H. McFadden & Brothers, cotton dealers of this city, Thursday declared that there was no truth in the statements contained in a dispatch from Houston, Tex., that his firm had ceased buying cotton on account of probability of war with Spain.

Leiter Buys Fast Horses.

CHICAGO, Feb. 25.—Joseph Leiter, the new "king of the wheat pit," purchased a pair of fast pacers at the Splan-Newgass sale Thursday. Red Leaf, a seven-year-old chestnut gelding, was bid in for Leiter at \$1,375, and Alzy Munt, a bay stallion, cost him \$1,975. Red Leaf has a record of 2:11 1/4.

The Cincinnati at Barbadoes.

WASHINGTON, Feb. 25.—The cruiser Cincinnati reported her arrival Thursday at Barbadoes. She ran over from Para, Brazil, the reason assigned for the trip being the desire of the department that she should take this coal at an uninfected port.

Negro Murderer Extradited.

ALBANY, N. Y., Feb. 25.—Gov. Black Thursday authorized the extradition to South Carolina of Chris Harris, a Negro murderer arrested in Niagara county, for criminal assault upon a white woman in that state.

Illinois Prisoners Want to Fight.

HILLSBORO, Ill., Feb. 25.—The prisoners in the county jail here wired Gov. Tanner, tendering him their services in case of war, and saying: "We are ready to leave at once."

Gen. Breck Retired.

WASHINGTON, Feb. 25.—Brig. Gen. Samuel Breck, having reached the age limit, retired from the army Thursday. He was adjutant general of the army. Col. Henry C. Corbin will succeed him.

# CONDENSED NEWS

Gathered From All Parts of the World by Telegraph.

Simon Lazard, founder of the banking firm of Lazard Freres, Paris, is dead.

Thursday's statement of the condition of the treasury shows: Available cash balances, \$225,619,058; gold reserve, \$167,201,747.

A secret proclamation just issued by the Macedonian revolutionary committee calls upon the people to join in an insurrection this spring.

The government has dismissed M. Leblois, one of the witnesses for M. Zola, from the position of deputy mayor of the Seventh arrondissement of Paris.

At St. Joseph, Mo., fire Thursday night destroyed the Badger block at Tenth and Francis streets, and the Calhoun Mantel Co.'s works. Loss \$50,000.

Asa B. Stow, one of the pioneer circus proprietors of the country, died suddenly at his home in Middletown, Ct., Thursday morning, of heart disease, aged 73 years.

William Cheney, cashier of the Portland, Me., post office, who died last Friday, was \$6,000 short in his accounts, according to post office inspectors who have just examined the accounts.

Maitre Laborie, counsel for M. Zola, Thursday lodged a notice of appeal on behalf of M. Zola from the sentence imposed upon him Wednesday. Friday a similar notice will be filed in the case of M. Perrieux.

Robert Law, the pioneer coal dealer of Chicago, died Thursday of Bright's disease. He was 76 years old. Mr. Law began operating coal mines throughout the state in 1850, and until recent years was one of the leading operators.

Mrs. Clara Stoddard is dead at the Hotel Metropole, Chicago, from pneumonia. She was the wife of Gideon Stoddard, of Philadelphia, and enjoyed the reputation of being one of the wealthiest women in the United States.

Maj. Gen. John H. Dickinson, of the National guard of California, makes an emphatic denial of all rumors to the effect that the militia is making any preparations for war. The general available force in California is about 210,000 men.

Next Saturday the Canadian Pacific Co. will make a cut rate from San Francisco via Victoria to New York of \$40 first class and \$30 second class. This is two dollars lower than the cut recently made by the Oregon Railway and Navigation Co.

Mrs. Harriet Adams, of Washington, the dependent mother of J. T. Adams, a coal passer who lost his life on the Maine, Thursday filed an application for a pension. This is the first pension claim filed in connection with the loss of life on the vessel.

The St. James Gazette Thursday afternoon says it is informed that Mr. Gladstone will shortly undergo an operation to alleviate the pain caused by necrosis of the bone of the nose, from which, it is alleged, some of the specialists say he is suffering.

Half the Chinese loan, amounting to \$8,000,000, was fully underwritten in London Thursday afternoon. Some of the applications had to be rejected. The issue price is 90, and the interest from the loan is 4 1/2 per cent. It will be offered publicly a week hence.

News has been received of the death on Saturday at Beirut, Syria, of Mrs. Emily R. Montgomery, a missionary, aged 59 years. She went to Turkey with her husband 50 years ago, and had been one of the most devoted and efficient missionaries in that country.

The German warship Deutschland arrived at Singapore Thursday. Prince Henry of Prussia landed and was received by the governor, whose guest he will be during his stay here. The German club of Singapore will give a fete in honor of the prince Thursday night.

The Cubans of New York held a mass meeting at Chickering hall Thursday night to celebrate the third anniversary of the outbreak of the revolution. Conspicuous among the decorations was an American flag draped in mourning and festooned with the flag of Cuba Libre.

Monitor Terror Leaves Norfolk.

NORFOLK, Va., Feb. 25.—The monitor Terror left Norfolk at 10:15 a. m. Thursday on her way to sea under sealed orders, but will cruise in Hampton roads at least a short time. The vessel has been ready for sea since noon Wednesday. On leaving the yard the Terror was saluted by the Franklin's guns, but did not respond. Her departure created considerable excitement and a thousand witnessed it.

# THE MARKETS.

CINCINNATI, Feb. 24.

FLOUR—Spring fancy, \$4.00; spring family, \$4.10; spring patent, \$4.15; winter patent, \$4.20; fancy, \$4.25; extra, \$4.30; low grade, \$4.35; rye, northwestern, \$3.00; do city, \$3.05; do. 2 red, was nominal at 99c.

CORN—Sales: No. 2 mixed, track, 23c; elevator, 23c; mixed car, track, 23c.

OATS—Sales: No. 2 mixed, track, 23c; elevator, 23c; mixed car, track, 23c.

HOGS—Select shippers, \$4.00; do. 2 red, \$3.95; do. 3 red, \$3.90; do. 4 red, \$3.85; do. 5 red, \$3.80; do. 6 red, \$3.75; do. 7 red, \$3.70; do. 8 red, \$3.65; do. 9 red, \$3.60; do. 10 red, \$3.55.

CATTLE—Fair to good shippers, \$4.15; do. 2 red, \$4.10; do. 3 red, \$4.05; do. 4 red, \$4.00; do. 5 red, \$3.95; do. 6 red, \$3.90; do. 7 red, \$3.85; do. 8 red, \$3.80; do. 9 red, \$3.75; do. 10 red, \$3.70.

WHEAT—February, \$1.08; May, \$1.09; July, \$1.10; September, \$1.11; December, \$1.12.

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RAILROAD TIME TABLES.	
CINCINNATI DIVISION CHESAPEAKE AND OHIO.	
East	West
No. 10, 10:00 a. m.	No. 11, 10:00 a. m.
No. 12, 12:30 p. m.	No. 13, 12:30 p. m.
No. 14, 3:00 p. m.	No. 15, 3:00 p. m.
No. 16, 5:30 p. m.	No. 17, 5:30 p. m.
No. 18, 8:00 p. m.	No. 19, 8:00 p. m.
* Daily, + Daily except Sunday, F. V. V. Limited No. 2 arrives at Cincinnati 8:45 a. m., Baltimore 8:50 a. m., Philadelphia 10:10 a. m., New York 12:45 p. m. F. V. V. Limited No. 3 arrives at Cincinnati at 5:15 p. m. Washington Express No. 4 arrives at Washington 3:45 p. m., New York 9:15 p. m. Cincinnati Fast Line No. 1 arrives at Cincinnati at 7:15 a. m.	
Pullman Sleeping Car Service to Richmond and Old Point Comfort by trains 2 and 4. Direct connection at Cincinnati for all points West and South.	
Nos. 1, 2, 3 and 4 do not stop between Mayville and Newport Ky.	
Trains 15, 17, 18, 19 and 20 stop at the St. Charles Hotel for breakfast.	
For full information and rates to all points East and West apply to THOMAS A. GARRIGAN, Southeastern Passenger Agent, Huntington, W. Va.	

**B. & O.**  
S. W.  
In Car, Trains leave and arrive Cincinnati as follows:

Leave	Trains	Arrive
12:05 p. m.	Wash., Balt., Phila. and N. Y., with dining car.	5:30 p. m.
6:35 p. m.	Wash., Balt., Phila. and N. Y., with dining car.	8:00 a. m.
7:30 a. m.	Parkersburg, Marietta and way stations.	2:35 p. m.
9:30 a. m.	Parkersburg and way stations.	7:30 p. m.
2:00 p. m.	Hillsboro Express.	7:30 p. m.
3:30 p. m.	Chillicothe & Hillsboro Express.	10:15 a. m.
5:00 a. m.	Cincinnati, Zan. and Pitts. Night Ex.	5:45 p. m.
7:30 p. m.	Colum., Zan., Wheeling and Pitts. Night Ex.	7:30 a. m.
3:30 a. m.	Cincinnati and Columbus Early Morning Express.	7:30 a. m.
2:00 p. m.	Columbus, Zan. and Wheeling Fast Express.	7:30 p. m.
5:15 p. m.	Columbus, Newark, Zan. and Cambridge Express.	12:25 p. m.
5:15 p. m.	Blanchester and Intermediate Points.	8:30 a. m.

OHIO DIVISION—TRAINS EAST.		
Leave.	Trains.	Arrive.
*12:05 pm	Wash., Balt., Phila. and N. Y., with di-ni-car.	5:30 pm
* 6:35 pm	Wash., Balt., Phila. and N. Y., with dining-car.Royal Blue Flyer.	8:00 am
+ 7:30 am	Parkersburg, Marietta and way stations.	8:35 pm
9:30 pm	Parkersburg and way stations.	.....
+ 2:00 pm	Hillsboro Express.	7:30 pm
+ 3:30 pm	Chillicothe & Hillsboro Ex.	10:15 am
8:00 am	P. Columbus, Zan. and Wheeling.	.....
+ 7:30 pm	Pitta. and San. Day Ex.	5:45 pm
+ 7:00 am	Columb., Zan., Wheeling and Pitts. Night Ex.	7:30 am
* 3:30 am	Cincinnati & Columbus. Early Morning Express.	7:30 am
+ 2:00 pm	Columbus, Zan. and Wheeling Express.	* 7:30 pm
.....	Columbus, Newark, Zan. and Cambridge Express.	*12:35 pm
* 5:15 pm	Blanchester and Intermediate Points.	* 8:30 am

#### B. AND O. S. W. ROUTE TO NEW ORLEANS VIA MEMPHIS.

2:55 p. m. Express, daily, has free Reclining Chair Car and Pullman Buffet Sleeping Car, Cincinnati to New Orleans, through Memphis, without change.

11:20 p. m. Express, daily, has Pullman Buffet Sleeping Car and Day Coaches, Cincinnati to New Orleans, through Memphis, without change.

For detail information regarding rates, time on connecting lines, sleeping, Pullman and Dining Cars, etc., address J. M. Chesbrough, General Passenger Agent, or G. B. Warfel, Assistant General Passenger Agent, Cincinnati.

#### FRANKFORT AND CINCINNATI RAILWAY.

BETWEEN FRANKFORT, GEORGETOWN, CARLISLE, MAYSVILLE.

Read Down. VIA PARIS AND K. C. Read Up.

A. M. P. M.	Frankfort	Ar.	A. M. P. M.	Frankfort	Ar.
6:30	Frankfort	11:55	7:30	Frankfort	11:55
8:00	Frankfort	10:40	8:30	Frankfort	10:40
9:40	Frankfort	9:20	9:40	Frankfort	9:20
6:30	Frankfort	7:47	6:30	Frankfort	7:47
8:25	Frankfort	5:52	8:25	Frankfort	5:52

Arrive at Mayville at 9:45 a. m. and 8:15 p. m.

All trains daily except Sunday.

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